The Evening Star Newspaper Company.

WASHINGTON, D. C., THURSDAY, FEBRUARY 16, 1905-TWENTY PAGES.

RAILROADS.

RAILROAD

STATION CORNER OF SIXTH AND B STREETS. 7:50 A.M. daily. PITTSBURG EXPRESS AND CHICAGO SPECIAL.-Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburg. Connects for Chicago, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car to Harris-

burg. 10:50 A.M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harristurg. For Chicago. Cleveland, Toledo and Detroit. Buffet Parlor Car

to Harrisburg. 10:50 A.M. daily. ST. LOUIS LIMITED.-Sleeping, Dining, Smoking and Observation Cars Harrisburg to Cincinnati, Indianapelis and St. Louis.

Buffet Parlor Car to Harrisburg. 10:50 A.M. daily. MAIN LINE EXPRESS.-Pullman Buffet Parlor Car to Harrisburg. Buffet

Parlor Car Harrisburg to Pittsburg. \$:30 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS.-Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Parlor Car to Harrisburg.

5:40 P.M. daily. CHICAGO LIMITED.-Sleeping car Washington to Chicago, Sleeping, Smoking. Dining and Observation Cars, Harrisburg to Chicago, Toledo and Cleveland.

7:15 P.M. daily. ST. LOUIS EXPRESS .- Pullman Sleeping Car Harrisburg to St. Louis and Cincinnati. 7:45 P.M daily. WESTERN EXPRESS.-Pullman

Sleeping Car to Pittsburg and Chicago. Dining

Car to Chicago. 7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS .- Pullman Sleeping Cars Washington

to Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. 10:40 P.M. daily. PACIFIC EXPRESS .- Pullman Sleeping Car to Pittsburg. Connects for Toledo.

7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Cafe Car. Parlor Car and Coaches to Buffalo, via Emporium Junction. 7:50 A.M. for Kane, Canandalgua, Rochester and

Niagara Falls daily, except Sunday 10:50 A.M. for Elmira and Renovo daily, except Sunday For Williamsport daily, 3:30 P.M.

7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo via Emporium Junction. 7:45 P.M. daily for Erie; for Rochester, Buffalo

and Niagara Falls daily, except Saturday, with Eleeping Car Washington to Rochester. 10:40 P.M. for Erle, Canandaigua, Rochester, Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

FOR PHILADELPHIA, NEW YORK AND THE EAST. 4:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining Car. Express, 6:55, 8:50, *10:00 (New York only), and

*11:00 A.M., *12:35, 3:15, *4:45, 6:50, 10:00 P.M., 12:30 night. On Sundays, *8:50, *11:00 A.M. 12:01, 3:15, *4:45, 6:50 and 10:00 P.M., 12:30 For Philadelphia only, Express, 7:40, 10:00 A.M.

12:01 P.M. week days, 2:00, 4:00, *5:35 and 5:40 P.M. daily; 6:55 A.M. Sundays. For Boston, without change, 7:40 A.M. week days

and 5:35 P.M. daily. FOR ATLANTIC CITY.

Through Pullman Drawing Room Parlor Car, 12:35

Dining Car. W. W. ATTERBURY. J. R. WOOD, General Manager. Pass'r Traffic Manager. GEO. W. BOYD.

General Passenger Agent. OUTHERN RAILWAY. Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited Through coaches and sleeper to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First class coaches and drawin, room sleeper to New Orleans. Dining car service.

4:01 p.m. Week days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Daily. Local for Warrenton and Charlottesville. 6.55 p.m. Week Days. Southern's Palm Limited.
7 hb. observation. library, drawing room, state com, sleepers, New York to Jacksonville and St. Augustine. Drawing room, state room, sleeper, New York to Aiken and Augusta. Southern Rail-

New York to Aiken and Augusta. Southern Railway dining car service.

7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus. Ga., via Atlanta. Sunset tourist, sleeper to Wishington to San Francisco Mondays. Wedues days and Fridays Sleeper to Pinehurst week days.

9:50 p.m. Daily. New York and Florida Express. First-class coaches and sleepers to Columbia. Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service a in carte. arte. 10:00 p.m. Daily. New York and Memphis Lim-

10:00 p.m. Daily.

First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Nashville, Atlanta, Macon, Memphis, New Orleans.

TRAINS ON BLUEMONT BRANCH.

Washington 8:10 a.m. 1300 a.m. 4455

TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30 p.m., 4:45
p.m week days, 5:05 p.m. daily, for Binemont;
6:28 p.m. week days for Leesburg only. Sunday
trains leave Washington 9:10 a.m., 5:05 p.m. for
Bluemont Saturdays only for Leesburg, 11:40 p.m.
Through trains from the South arrive Washington
6:42 a.m., 6:52 a.m., 9:45 a.m., 9:55 a.m., 10:15
a.m. (daily except Monday), 3:00 p.m., 9:30 p.m.,
and 9:50 p.m. daily. Local trains from Harrisonburg, 11:55 a.m. week days and 9:20 p.m. daily.
From Charlottesville, 8:25 a.m., and 9:20 p.m.
daily.

daily.

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and

esidences.

'Phone 1640 P. R. R. Cub Service.

C. B. ACKERT, Gen. Man.

Jan. 9 S. H. HARDWICK, Pass. Traf. Mgr.

1905. V. H. TAYLOE, Gen. Pass. Agent.
L. S. BROWN, Gen. Agent.

ATLANTIC COAST LINE.

4:30 a.m. daily—Sleeping Cars New York to Jacksonville, Fla.
3:45 p.m. daily—Sleeping cars New York to Jacksonville, Fla.; New York to Port Tampa, Fla., via Jacksonville; New York to Thomasville, Ga. (Tuesdays and Thursdays); New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at Petersburg for Norfolk, via N. & W. DINING CAR SERVICE on this train.
8:10 p.m. daily, except Sunday, "NEW YORK and FLORIDA SPECIAL," composed of Pullman Drawing and State Room, Dining, Library and Observations cars, heated by steam and lighted throughout by electricity, runs SOLID through to ST. AUGUSTINE, FLORIDA.
For tickets and all information apply at the For tickets and all information apply at the OFFICE OF THE LINE, 601 PENNSYLVANIA AVENUE NORTHWEST, and PENNSYLVANIA

RAILROADS.

Chesapeake & Ohio Ry.

Chesapeake & Ohio Ry.

Schedule Effective January 4, 1903.

Trains leave Pennsylvania Station.

2:30 p.m. Daily-ChiCAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati. 8:00 a.m., Louisville II:00 a.m., St. Louis 6:30 p.m., Chicago 5:30 p.m., Pullman service to Louisville, Cincinnati, Indianapolis, Chicago and St. Louis. Connection for Virginia Hot Springs week days. Dining car from Washington; meals a la carte.

1:10 p.m. Daily-F. F. V. LIMITED. Solid restibule, electric-lighted Dining Car train to Cincinnati Pulman sleepers to Cincinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs Tuesday, Thursday and Saturday. Sleepers Cincinnati to Chicago and St. Louis. Dining car serving meals a la carte.

Reservation and tickets at Chesapeake and Ohlo office, 513 Fennsylvania avenue; 609 Fourteenth street, near F, and at the station. Telephone call 1640 for Pennsylvania R. R. Cab Service.

H. W. FULLER.

Seaboard Air Line Railway. TICKET OFFICE, 1421 PENNA. AVE.
For Petersburg, Raleigh, Wilmington, Columbia,
Savannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orlegus.
10:50 A.M. DAILY-Seaboard Mail-Through
Pullman Sleeper to Jacksonville, Fla., connecting
at Hamlet with Pullman Sleeper to Atlanta. Cafe
Dining Car. at Hamlet with Pullman Sleeper to Atlanta.

Dining Car.
6:25 P. M. DAILY-Seaboard Florida LimitedComposed exclusively of new and up-to-date Pullman Equipment, between New York and St. Augustine, Fla.; Pullman Dining Car, Double Drawing
Room Sleeping Cars, Stateroom and Observation
Car. Through Sleeper of this train to Atlanta.
7:25 P.M. DAILY-Seaboard Express-Solid train
to Jacksonvi'e and Tampa, with through Pullman
Sleepers.

Baltimore and Ohio R. R.

LEAVE STATION, New Jersey ave. 2nd C at.
ROYAL BLUE LINE
TRAINS "EVERY OTHER HOUR
ON THE ODD HOUR" TO
PHILADELPHIA AND NEW YORK.

*7:00 a.m. Diner, Pullman Parlor.
19:00 a.m. Buffet, Parlor 5-h. Train.
19:00 a.m. Diner and Pullman Parlor Car.
11:00 a.m. Diner and Pullman Parlor Car.
11:00 p.m. Diner and Pullman Parlor Car.

*3:00 p.m. "Royal Limited," All Pullman.

*5:00 p.m. Diner and Pullman Parlor.

*8:00 p.m. Coaches to Philadelphia.

*8:00 p.m. Coaches to Philadelphia.

2:57 a.m. Sleepers. Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00, Atlantic City, \$7:00, \$9:00, \$11:00 a.m., \$1:00, \$3:00 p.m.

EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 2:57 5:00, 6:30, 7:00, 7:20, 8:00, 8:35, 9:00, 9:30, 10:90, 11:00 a.m., 12:00 noon, 12:05, 1:00, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30, 6:00 6:30, 7:00, 6:00, 10:00, 11:30, 11:35 p.m.

Sundays: 2:57 7:00, 7:26, 8:35, 9:00, 11:00 a.m., 1:00, 1:15, 3:00, 3:30, 5:00, 5:30, 6:30, 8:00, 10:06, 11:30, 11:35 p.m.

WENTWARD.

CHICAGO and NORTHWEST, *11:00 a.m., *5:30 p.m.

CHICAGO and NORTH WEST, 100 CHICAGO and LOUISVILLE, *010:05 a.m., *4:05 p.m., *12:45 night.

FITTSEURG and CLEVELAND, *11:00 a.m., *9:15 p.m. and *12:40 night.

COLUMBUS, *5:30 p.m.

WHEELING, *10:05 a.m., *5:30 p.m.

WINCHESTER, *18:35 a.m., *14:05, *15:00 p.m.

ANNAPOLIS, week days, 8:00, 8:35 a.m., \$1:30 non, 4:00, 6:00 p.m.

Sundays, 8:35 a.m., \$5:30 non, \$1:00 p.m.

ANATOLIS, were days, 6:00, 6:30 a.m., 12:00 and 10:00 p.m.

FREDERICK, †8:35, \$9:15, \$10:05, †11:00 a.m., \$1:15, †4:Cl. †5:35 p.m.

HAGERSTOWN, †10:05 a.m. and †5:00 p.m.

BOYD and way points, †8:35, \$9:15 a.m. \$1:15, †5:00, †5:35, \$10:15, †11:30 p.m.

GAITHERSBURG and way points, †8:35, \$9:15 a.m., †12:50, \$1:15, †3:30, *5:05, †5:35, †6:50, \$7:35, \$10:15, †11:30 p.m.

WASHINGTON JUNCTION and way points, †8:35, \$9:15 a.m., \$1:15, †5:00, †5:30 p.m.

**Daily, †Except Sunday, \$Sunday only, Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 6:19 Pennsylvania ave. n.w., New York ave. and 15th st. and at station.

S. B. HEGE. District Passenger Agent.

FOREIGN POSTAL SERVICE.

WASHINGTON, D. C., POST OFFICE NOTICE— FOREIGN MAILS. Should be read daily, as changes may occur at any t me.
FOREIGN MAILS are dispatched to the ports of rottellay. Mallis are dispatched to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending February 18, 1905, the last connecting closes will be made from the MAIN OFFICE as follows:

Through Pullman Drawing Room Parlor Car, 12:35

P.M. week days.

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:01, 12:35, 1:20, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:50, 11:00

A.M., 12:01, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 6:10, 6:50, 7:15, 7:50, 8:50, 9:05, 10:50, 11:00

A.M., 12:01, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40

A.M., 12:01, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, P.M., and 12:20 night. Limited) 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45 10:00, 10:40 P.M., and 12:30 night.

For Annapolis, 7:40, 8:50 A.M., 12:35, 3:30 and 5:40 P.M. week days Sundays, 8:50 A.M., 5:40 and 10:40 P.M.

For Pope's Creek Line, 7:50 A.M. and 4:48 P.M. week days; 9:05 A.M. Sundays.

Ticket offices, corner Fifteenth and G streets and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences.

Telephone call "1640" for Pennsylvania Railroad Cab Service.

*Dining Car.

Walls FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

THURSDAY—(1) At 11:45 P.M. for ARGENTINE, URUGUAY and PARAGUAY, per s.s. Elaine, from New York. Ordinary mail for other parts of PORTO RICO and VENEZUELA, per s.s. Pathfinder."

FRIDAY—(c) At 11:45 P.M. for PORTO RICO, CURACAO and VENEZUELA, per s.s. Philadel-phia, from New York. Mail for COLOMBIA, via Curacao, must be directed "Per s.s. Philadelphia."

(c) At 11:45 P.M. for FORTUNE ISLAND, JAMAI-CA and COLOMBIA, except Cauca and Magdalena Departments, per s.s. Sarnia, "(c) At 11:45 P.M. for New York.

Mail for COSTA RICA, via Limon, must be directed "Per s.s. Sarnia," (c) At 11:45 P.M. for New York.

NEWFOUNDLAND, per s.s. Silvia, from New York.

MEXICO, overland, unless specially addressed for dispatch by steamers salling from New York, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h)

CUBA MAILS close here at 3:00 P.M. on Mondays, Wednesdays and Saturdays, via Port Tampa, Fla. (p), and 10:00 P.M. on Thursdays, via New Orleans, La. (h), also via New York on Wednesdays at 11:45 P.M. (c)

NEWFOUNDLAND (except Parcels-Post Mails), by rail to North Sydney and thence via steamer, close here daily, except Sundays, at 2:30 P.M. (b), and on Sundays at 11:30 A.M. (d), the connecting closes being on Mondays, Wednesdays and Saturdays.

days.

JAMAICA, by rail to Boston and thence via steamer, close here at 2:30 P.M. on Tuesdays (b), and on Wednesdays at 10:30 P.M. (g), by rail to Philadelphia and thence via steamer.

MIQUELON, by rail to Boston and thence via steamer, close here daily, except Sundays, at 2:30 P.M. (b), and on Sundays at 11:30 A.M. (d)

BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA, by rall to New Orleans, La., and thence via steamer, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h), the connecting closes being on Mondays.
COSTA RICA, by rail to New Orleans and thence via steamer, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h), the connecting closes being on

Tuesdays.
NICARAGUA (East Coast), by rail to New Or-

Tuesdays.

NICARAGUA (East Coast), by rail to New Orleans, La., and thence via steamer, close here daily at 10:06 A.M. (f) and 10:00 P.M. (h), the connecting closes being on 'Thursdays.

BAHAMAS (except Parcels-Post Mails), by rail to Miami, Fia., and thence via steamer, close here at 10:05 A.M. (f) on Wednesdays and Sundays.

PANAMA, CANAL ZONE and COLOMBIA, close here daily at 10:05 A.M. (f), by rail to New Orleans and thence via steamer.

TRANSPACIFIC MAILS.

AUSTRALIA (except mails for West Australia), NEW ZEALAND, NEW CALEDONIA, SAMOA, HAWAII and FIJI ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to February 18, for dispatch per s.s. Ventura. (a)

JAPAN, KOREA, CHINA, and specially addressed mail for the PHILIPPINE ISLANDS, via Seattle, close here daily at 6:30 P.M. up to February 19, for dispatch per s.s. Shæwmut. (a)

HAWAII, JAPAN, KOREA, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via San Fi netisco, close here daily at 6:30 P.M. up to February 20, for dispatch per s.s. Coptler (a)

PHILIPPINE ISLANDS and GUAM, via San Francisco, close here daily at 6:30 P.M. up to February 24, for dispatch per s.s. Coptler (a)

PHILIPPINE ISLANDS and GUAM, via San Francisco, close here daily at 6:30 P.M. up to February 24, for dispatch per U. S. transport. (a)

AUSTRALIA (except mails for West Australia), FIJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P.M. up to February 25, for dispatch per s.s. Moana. (q)

HAWAII, via San Francisco, close here daily at 6:30 P.M. up to February 25, for dispatch per s.s. Alameda. (a)
HAWAII, JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here
daily at 6:30 P.M. up to March 3, for dispatch per
a.s. Siberia. (a) as. Siberia. (a)

TAHITI and MARQUESAS ISLANDS, via San
Francisco, close here daily at 6:30 P.M. up to
March 10, for dispatch per s.s. Mariposa. (a)

NOTE.—Mails for COCHIN CHINA are dispatched to New York, N. Y., for connection with Eu-

ed to New York, N. Y., for connection with European steamers.

Mails for MANCHURIA (except Newchwang and Port Arthur) and EASTERN SIBERIA will be dispatched to New York, N. Y., until further notice, for transmission via Russia, instead of via Japan, the usual route.

Unless otherwise addressed, WEST AUSTRALIA MAILS will be dispatched via Europe; those for certain places in the CHINESE PROVINCE OF YUNNAN via British India—the quickest routes.

Mails for the PHILIPPINE ISLANDS, specially addressed "Via Europe," must be fully prepaid at the foreign rate of postage, Mails for HAWAII are dispatched via San Francisco, Cal., exclusively, REGISTERED MAILS close at the MAIN OF-FICE as follows: (a) At 6:30 P.M. same day; (b) at 1:30 P.M. same day; (c) at 11:30 P.M. same day; (d) at 5:30 A.M. same day; (g) at 9:30 P.M. same day; (h) at 8:00 P.M. same day; (p) at 8:00 P.M. same day; (p) at 9:30 P.M. same day; (

OCEAN TRAVEL.

Plymouth—Cherbourg—Hamburg.

Pretorla. Feb 18 Patricia. Mar. 25
Waldersee. Feb. 25 7: retorla. Apr. 1

†*Bluecher. Mar. 2 fWaldersee. Apr. 8
Pennsylvania Mar. 11 †*Bluecher. Apr. 12
†Grill Room. *Gypanasium on board.

‡Via Dover for London and Paris to Hamburg.

New York-Naples-Genoa. PRINZ ADALBERT. Feb. 25, Apr. 11, May 30
PRINZ OSKAR. Mar. 21, May 9, June 27
HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y.
mb16-tf-18 Or any Local Agents.

FRENCH LINE.

COMPAGNIE GENERALE TRANSATLANTIQUE,
Direct Line to Havre—Paris (France).
Sailing every Thursday at 10 a.m.
From Pies No. 42. North River, foot Morton st., N.Y.
La Gascogne... Feb. 23 *La Touraine... March 16
La Bretagne... Mar. 2 *La Savoie... March 23
*La Lorraine... March 9 La Bretagne... Mar. 30
*Twin-screw steamers.

General Agency. 32 Brondway. New York.

GEORGE W. MOSS.

*fe27-315t,14 1411 G ST. N.W.

NORTH GERMAN LLOYD Fast Express Service.

PLYMOUTH—CHERBOURG—BREMEN,
Kronp'z.Feb. 21, 7:30 am | K.Wm.II.Apr. 18, 5 am |
Kronprinz.Mar. 7, 10 am | Kronpr'z.May 2, 5 am |
Kronprinz.Mar. 21, 6 am | Kalser...May 9, 10 am |
Kalser...Apr. 4, 10 am | K.Wm.II.May 16, 1 pm Twin-Screw Passenger Service.

BREMEN DIRECT.

*Barba'sa.Feb. 23, 10 am Main....Mar. 23, 10 am Breslau...Feb. 28, noon

*Kurf'st...Mar. 9, 11 am Cassel....Apr. 6, 10 am

*Will call at Plymouth and Cherbourg. Mediterranean Service.

GIBRALTAR—NAPLES—GENOA.

Irene.....Feb. 18. 11 am Neckar...dar. 18, 11 am Weimar...Feb. 25, 11 am Irene.....Mar. 25, 11 am Albert....Mar. 4, 11 am Weimar...Apr. 1, 11 am Albert...Apr. 8, 11 am Neckar...Apr. 8, 11 am Weiln not call at Genoa.

OELRICHS & CO... NO. 5 BROADWAY. N. Y.
E. F. DROOP & SONS CO., 925 PENNA. AVE.
fe4-3121-28

Q. S. S. Co. For the Winter Bermuda.

Reached in forty-five hours from New York, by the elegant new twin screw steamer Bermudian of the Quebec S.S. Co., Ltd. Frost unknown. Malaria imcossible. Headquarters for British North Atlantic Navy and Army. Cable communication. Equable climate; average temperature 70°. For illustrated pamphlet apply to A. E. OUTER-BRIDGE & CO., Agents, 39 Broadway, New York, or A. AHERN, Sec'y, Quebec, Canada, or DAVID

LINDSAY, 1306 F st. n.w., Washington, D. C. G. W. MOSS, 1411 G st. n.w. no29-tu.th&s-52t-28 THE UNITED FRUIT CO'S

STEAMSHIP LINES afford an interesting, comfortable voyage on the magnificent twin-screw U. S. Mall Ships ADMIRAL DEWEY, SCHLEY, SAMPSON, FARRAGUT. Weekly sailings from Boston and Philadelphia. New American-built S. S. Buckman and Watson weekly from Baltimore. ROUND TRIP, \$75. ONE WAY, \$40, including meals and state room. Address for information and booklets, Passenger Department,

UNITED FRUIT COMPANY,
Boston, Philadelphia, Baltimore.

Boston, Philadelphia, Baltimore, Or I. LINDSAY, 1306 F st. n.w. GEO. W. MOSS, 1411 G st. n.w. AMERICAN LINE

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
New York. Feb. 18| Philadelphia Mar., 4
St. Louis. Feb. 25| St. Paul. Mar. 11
PHILADELPHIA—QUEENSTOWN—LIVERPOOL.
Haverford. Feb. 25 | Friesland. Mar. 11
ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT.
Minnetonka...Feb. 18 Menominee...Mar. 4
Manitou...Feb. 25 Minneapolis...Mar. 11
RED STAR LINE.

NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Paris.
Finland. Feb. 18 Kroonland. Mar. 4
Vaderland. Feb. 25 Zeeland. Mar. 11
WHITE STAR LINE. GIBRALTAR-NAPLES-GENOA-ALEXANDRIA

GIBRALTAR—NAPLES—GENOA—ALEXANDRIA FROM NEW YORK:
REPUBLIC.Feb. 25, Apr. 13. ROMANIC....July 6
CRETIC.....Mar. 18, Apr. 29, June 15, July 27
FROM BOSTON:
ROMANIC....Mar, 11, Apr. 22, June 3, Aug. 19
CANOPIC....Apr. 1, May 13, June 24, Aug. 5
WASHINGTON OFFICE, 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent,
mh23-312t-37

THE Azores, Madeira Canary Islands, Spain, Algeria, Sicily and Italv. FROM N. Y. APRIL 4, '05.

DURATION 24 DAYS-Cost \$90 and up.

PRINZESSIN VICTORIA	LUISE		Str
	Arriv	al.	hou
PONTA DELGADA (Azores)	April	11	2
FUNCHAL (Madeira)		14	2
TENERIFFE (Santa Cruz)	**	16	1
GIBRALTAR (Granada&Albambra)		19	63
ALCIERS	44	23	3
PALERMO.	**	26	
NAPLES and		27	1 2
PALERMO NAPLES and GENOA	**	29	-
Steamers continue from Genoa to l	Dover i	and	Ha

Steamers continue from Genoa to Dover and Hamburg via VILLEFRANCHE (Nice, Monte Carlo), AJACCIO (Corsica, Napoleon's Birthplace), CAGLIARI (Sardinia), TUNIS, ALGIERS, ORAN, GIB-RALTAR, LISBON, OPORTO, DOVER and HAMBURG, for which through tickets will be sold if lesired.

A few good rooms still vacant for the INDIES cruise from N. Y. March 7, '05. FOR FURTHER PARTICULARS APPLY

Hamburg-American Line, 35-37 BROADWAY, N. Y. Or Any Local Agents, fell-s,tu&th-tf-45

Holland-America Line. NEW YORK-ROTTERDAM, via BOULOGNE.
Salling Wednesdays at 10 A.M.
Ryndam. Mar. 1 Statendam. Mar. 29
Rotterdam. Mar. 8 Ryndam. Apr. 5
Roordam. Mar. 22
Rotterdam. Apr. 12

HOLLAND-AMERICA LINE, 39 B'WAY, N. Y. E. F. Droop & Sons, 925 Pa. ave.; G. W. Moss, 411 G st. n.w.; David Lindsay, 1306 F n.w., fe2-th,s&tu-52t-12

ASSAULTED BENEFACTRESS. Woman's Drunken Assailant Nearly Killed by Her Husband.

William Oakes, a white railroad section man, entered the home of William Thomas, a B. and O. engineer, at Cameron, W. Va., and asked for something to eat yesterday afternoon. Mrs. Thomas gave him a meal when he returned her hospitality by an attempt to assault her. Mrs. Thomas screamed, and her husband, who was sleeping upstairs, rushed down and, seizing a chair,

RAILROAD STATION.

District Passenger Agent, Washington, D. C. RAIG.

W. J. CRAIG.

Gen. Vas. Agt.

Tramc Manager.

H. M. EMERSON,

Gen. Vas. Agt.

H. M. EMERSON,

Gen. Vas.

Hamburg = American Line. | FRUIT MEN UNEASY

Extreme Cold Weather Causes Apprehension

IN FLORIDA ORCHARDS

PROF. B. T. GALLOWAY TALKS OF CONDITIONS.

Damage in South to Citrus Fruits and Vegetables-Strawberry Blossoms Killed.

The unusual severity and extent of the recent blizzards which have been quite general throughout the country, including in their scope even the gulf states and extending with freezing weather far down into the subtropical regions of Florida, have caused considerable apprehension on the part of the fruit growers and others as to whether these freezes would be as disastrous to the fruit and vegetable growing interests of Florida as were the freezes of ten years ago

During the latter part of January and the early part of the present month freezing weather has occurred all over the country, excepting as far south as central Florida. The ordinary fruit trees are still dormant and the general planting of vegetables has not yet begun, except in the extreme southern portions of the gulf states, while little or no damage has resulted in the regions farther north. Such damage as has resulted from the unsual cold of the past few weeks will undoubtedly be found to have occurred in Florida. At first the outlook in that state was very unfavorable. The weather bureau reported sixteen degrees above zero at Jacksonville, just two degrees above the lowest point reached during the blizzards of 1894-95, and only one degree above the great freeze in Florida in 1886. While reports indicated as low as thirteen degrees in other parts of the state, in most of the fruit growing districts the temperature did not fall much below twenty-six degrees. This alone was sufficient to cause damage to citrus fruits and most vegetables, although the results of the freeze may not be as serious as was at first apprehended.

first apprehended.

Prof. B. T. Galloway, chief of the bureau of plant industry, Department of
Agriculture, in speaking of the situation
today to a Star reporter, said that the reports indicate that pineapples have escaped serious damage, but guavas, mangoes, bananas and other tropical and subtropical fruits and plants were killed in many districts. "Early strawberries received a setback by having their blos-soms killed. It is estimated that the cabto the extent of 50 per cent; so also was celery, except where grown under irrigation, and protection was secured by turning on the water. The lettuce crop seems to have been damaged about 25 per cent. Lettuce in the head and nearly ready to ship received the greatest injury, while the young plants will probably make a good crop. Potatoes and beans are not far enough advanced to be injured; but early peas were killed to the ground. Many of the east coast growers have hotbeds for their tomatoes, and they can probably get out their plants so as to have tomatoes on the market in about two months."

Damage to Early Vegetables.

"The damage to early vegetables in Florida, and, perhaps, to a lesser extent in the truck-growing districts of Georgia, will probably postpone their appearance in northern and eastern markets," said Prof. Galloway, "for several weeks beyond the usual time, and may result in higher prices. Fortunately the ground in Florida was generally dry, and there ap-pears to have been little dew and scarcely any frosts; otherwise the damage would have been much greater. Besides, it is estimated that less than 10 per cent of the orange crop was on the trees and exposed to the freeze. Practically all fruit remaining on the trees was frozen and will be a total loss. Many orange growers heeded the warning of the weather bureau and protected their groves more or less by building fires at intervals on the windward side, a practice often resorted to by intelligent fruit growers with bene-ficial results. It is probable that orange trees in bearing were not injured to any great extent. They will undoubtedly lose their leaves, and younger trees may be retarded somewhat, but unless further freezing weather is encountered within the next few weeks new growth will be started, and there is no reason why a good crop of oranges may not be expected this year. What has been said of oranges is generally true of tangerines, pomeloes and other citrus fruits of Florida: that is, such fruit as was still on the trees will probably be a total loss and the trees will lose their leaves, but the injury to the trees themselves appears to be comparatively slight and in no wise comparable to the disastrous freeze of ten years ago."

ten years ago."

When questioned as to former freezes in Florida Prof. Galloway stated that the records show that in February, 1835, and in January, 1886, freezing weather caused great damage to the tropical and subtrop! cal vegetation of the state. In 1894-95 two great blizzards struck Florida, one in De-cember of the former year and the other in February the year following, with dis-astrous effects. At that time the thermometer went down to 14 degrees above zero a Jacksonville, and ranged from 16 to 19 throughout the orange belt. During the first freeze millions of boxes of choice oranges and other citrus fruits were frozen on the trees, and the leaves of the trees were also killed, although the trees themselves were not permanently injured to any great extent. The second freeze, however, coming after the trees had commenced to make new growth, killed them to the ground, making a clean sweep, and utterly ruining the principal groves of oranges and other citrus fruits of the state.

Spanish Orange Crop. Advices have recently been received from the American consul of Valencia, Spain, that the orange crop of that city and Murcia has sustained great damage from the frost in the early part of last month. It is what might be termed a "complete disaster," involving, as it does, the destruction totally of two-thirds of the entire crop, which was estimated at 950,000,000 pounds Even the most favored and sheltered locali-ties, which had passed unscathed through the various cold waves of the past twenty years, have now been stricken. Not only has the fruit been ruined, but the trees are shedding their shriveled leaves, so that the next season's crop will probably be much below the average. The actual temperature registered was only 3 to 4 degrees below centigrade, but the frost came in a period of drouth, and was accompanied by an abnormally dry atmosphere, conditions which intensify the effects of frost in those districts. Those plantations recently irrigated were the only plantations that

gated were the only plantations that escaped.

The recent freeze and the possibility of great and permanent damage to the orange industry of Florida, taken in connection with the disastrous freezes of former years, shows the great desirability of securing if possible varieties capable of surviving severe freezes. At the time the orange industry of Florida was ruined by the freezes

making a special study of the diseases of citrus fruits and their remedies. They saw orange groves over a quarter of a century old frozen to the ground and utterly ruined This led them to consider the possibility of originating new and hardier varieties. For the past ten years this bureau has been working on the problem, and thousands of crosses of the Florida sweet orange on hardy stocks have been made, with the result that several new varieties of oranges and other citrus fruits have been secured which will grow as far north as Charleston, S. C. It is the opinion of officials of the bureau that these new varieties can be further developed, and other new fruits originated, which will be capable of withstanding any freeze that is likely to occur in Florida or along the gulf coast.

SUFFRAGE AGITATION IN RUSSIA Nobles Working Upon Czar's Fears to

Prevent Action. clination in favor of the zemsky sobor, as intimated to Count Leo Deonovitch Tolstoi, the imperial decision to summon this parllament has not yet been taken at St. Petersburg. The emperor is carefully weighing arguments for and against the plan before committing himself to this course. This statement is made upon the authority of perhaps the most liberal of the emperor's ministers, who very recently stated that the question remains under consideration at

Tsarskoe-Selo. I myself have frankly urged upon his majesty," the minister said, "the view that the time has come when the people should no longer be denied a voice in the government, and the same counsel has been given by many others who, like me, believe that the moderate liberal element which has been drifting away can thus be rallied to the support of the government. His majesty received our views sympathetically, and I believe is personally inclined to adopt the course we suggest. He now is carefully deliberating upon the subject. It is no se-cret, however, that powerful influences about his majesty are pressing the con-trary view, and advancing strong argu-ments which cannot lightly be thrust aside, even if the decision is finally favorable."

It is understood that one of the arguments used by the court party at St. Pe tersburg against the revival of the zemsky sobor is the fact that the body is the old days wielded immense power, being itself responsible for the elevation of the Romanresponsible for the elevation of the Roman-off dynasty to the throne, and that, there-fore, it might even undertake, if again called into being, to elect a new ruler. Gen-erally speaking, the position of the oppo-sition of the zemsky sober is well voiced editorially in yesterday's Moscow Gazette, the leading exponent of the absolute au-tocracy of Russia."

The article draws a parallel between the The article draws a parallel between the resent political situation and the nihillistic

terrorism which almost wrung a constitu-tion from Alexander II, and after his assassination confronted Alexander III with a choice of alternative, and continues: "But Alexander understood that the first condition for the welfare of Russia was the restoration of order. The government, and not the people; the emperor, and not the zemsky sobor then rescued Russia from revolution. What was true then is true now; the emperor must again save Russia. "Suppose the government were turned over to such men as composed the zemstvo congress, who met without the consent of the ruler, adopted resolutions and otherwise instigated the people to open revolt. If real power were lodged in their hands the result would be prompt defiance of the ruler and an open quarrel, resulting either

in a terrible civil war or the dethronement of the autocracy by revolution. "Those who imagine that such dangers can be avoided by restricting representation to privileged classes need only remem-ber France and 1789, when the third estate ingulfed the other two estates, executing the king. So in Russia a zemsky sobor of the priviliged zemstvo class would be only a stepping stone to universal representa-tion, which would be bound to destroy the rule of the autocracy and the Russian

DON'TS FOR MOTORISTS.

President of Automobile Club

America Issues Suggestions. President David Hennen Morris of the Automobile Club of America has formulated a set of rules which might with profit be pasted on the dashboard of every motor car and the walls of every garage. The precents laid down by President Morris are as follows:

Don't disobey the rules of the road. Remember to keep to the right and pass

Don't forget that pedestrians have the same rights as vehicles at street crossings. Remember that vehicles do not have the right of way at street crossings.

Don't forget that your rate of speed should never exceed the legal rate-ten miles an hour in the greater city.

Remember, when local conditions require.

to adopt even a lower rate of speed than the Don't get "rattled." Remember that it is the "other fellow"

who always loses his head in a crisis, Don't insist upon your rights. Remember that the "other fellow" may not know your rights, and an insistence on Don't argue with trolley cars, express wagons, brewery trucks or other heavy bodies found in the public thoroughfare.

Remember that the drivers of these powerful vehicles generally operate on the the-

Don't expect women and children to get Remember women and children don't now how to avoid danger.

Don't run any unnecessary risks.

Remember that while the automobile is lexible, powerful and easily controlled, you ke a slip. Don't drink.

Remember that nine-tenths of the accilents occur to automobiles driven by intoxi-Don't sneak away in case of an accident. Remember that the true gentleman chauf-eur, although he may not be responsible for he misfortune, stands his ground.

Don't fail to be a gentleman under any provocation.
Remember that the Golden Rule practiced in the road will save you no end of trouble, expense and worry.

Insurance Company to Fight McCue Policy.

A dispatch from Hartford, Conn., says that the Travelers Insurance Company of that city will not pay the \$10,000 life insurance policy carried by J. Samuel Mc-Cue, recently hanged at Charlottesville for wife murder. The company, it is stated, will contest any suit that may be brought, on the ground that the contract did not contemplate any such contingency as a legal hanging, and that it would be against public policy to pay such insurance, since to do so might tend to increase crime. All of the insurance companies in which Mc-Cue held policies have been seen, and the indications are that all will pay the policies except that Travelers of Hartford.

Man Who Killed Woman Released.

Owen Loadholtz was ordered released from jail at Jacksonville, Fla., by the coroner, who conducted an inquest over the body of Miss May Brown today. The young woman was killed and her mother seriously, and probably fatally, wounded by Loadholtz in a shooting affray in a jus-

tice court Monday.

Loadholtz had been brought into court upon criminal charges by Miss Brown. She was accompanied by her mother, and when the court announced a postponement of the case, mother and daughter began firing on Loadholts. He returned the fire, killing the

THE WILLARD STATUE

A New Departure by the State of Illinois.

TOMORROW'S CEREMONY

TO HONOR LATE LEADER OF THE

W. C. T. U.

In spite of Emperor Nicholas' personal in- Her Marble Likeness Will Be the Only One of a Woman in Notable Collection at the Capitol.

By WM, E. CURTIS.

Written for The Evening Star and the Chicago Record-Herald. A statue of Frances E. Willard will be unveiled in Statuary Hall at the Capitol tomorrow. It is the gift of the legislature of Illinois under the law of Congress, which authorizes each state of the Union to be represented there by two statues. Illinois has had many eminent men-Lincoln, Grant, Douglas, Logan, Trumbull, Yates, Palmer, Davis, Lovejoy, Shields and others who might be mentioned. But, through the influence of the Women's Christian Temperance Union one of the niches assigned to that state has been allotted to a woman distinguished in the field of Christian en-

deavor and moral reform. I suppose Frances E. Willard was better known throughout the world than any other woman in the United States. She was as well known as Florence Nightingale. More people have mentioned her name than that of any other woman of her generation, except Queen Victoria. It is therefore fitting that she should stand among the group of eminent men in Statuary Hall. Few of those men were so widely known as she; perhaps Washington and Lincoln were the

It is a new departure to introduce the figure of a woman in such a place. Very few statues of women have ever been erected. try. I do not remember to have seen any other except the statues of queens and empresses and the old apple woman of Genoa who paid for her own immortality out of her scanty savings. At the Lewis and Clark exposition will be another, that of Sacafawea, the Shoshone Indian girl, who guided their expedition over the mountains.

A Women's Undertaking. The Willard statue is women's business from beginning to end. The movement was initiated by them. They promoted the leghas looked after the arrangements consists of Miss Anna A. Gordan and Mrs. Susanna M. D. Frye of Evanston and Mrs. Mary E. Metzgar of Moline, John J. Mitchell, a Chicago banker, and W. R. Jewell, an editor of Danville, acted in an advisory capacity. The sculptor is also a woman—Helen Farns-worth Mears of Oshkosh, Wis. It would be unveiling ceremonies could be delivered by found at present in either branch of Congress, hence Shelby M. Cullom, Albert J. Hopkins, George Eamund Foss and Henry Sherman Boutell of Illinois, Jonathan Prentiss Dolliver of Iowa, Albert J. Beveridge of Indiana and Charles Edgar Littlefield of

Indiana and Charles Edgar Littlefield of Maine will do the talking.

The statue is in place. It is Carrara marble, a little larger than life size, and represents Miss Willard in the act of delivering an address. The face is strong and lifelike. The expression is animated, the right arm rests upon a reading desk and the left hand grasps a few pages of manuscript. It has been very highly commended by competent critics. Mr. St. Gaudens, than whom there is no better authority, "She has succeeded far beyond my expectations, and has made a purely disinctive work; one showing, in a way, that it seems to me only a woman could do; the union of strength with feminine gentleness -a quality most tender and elusive, but which she has most certainly infused into her work.'

Work of Miss Mears.

Miss Mears is a genius. She began to model when she was a child. Before she was nine years old her work was exhibited and admired. She won the prize of \$500 offered by the Woman's Club of Milwaukee for the best work of art exhibited at the world's Columbian exposition by a Wisconsin woman. It was a symbolical figure of that state, which has since been put in marble, and now stands in the rotunda of the capitol at Madison. Up to that time she was simply following her instincts. All her technical instruction was limited to six weeks at the Art Institute at Chicago, but her work attracted so much attention that Mr. St. Gaudens admitted her to his studio in New York, where she remained a year and a half and then went to Paris. There she won instant success, and in 1897 her work was admitted to the salon. She then went to Rome and Florence, and at the completion of her third year in Europe joined Mr. St. Gaudens and assisted him in his studio for two years. Her design for the Willard statue was the unanimous

choice of the commission.

The inscription upon the pedestal is an extract from one of Miss Willard's speeches, as follows: "Ah! it is women who have given the costliest hostages to fortune. Out into the battle of life they have sent their best be-loved, with fearful odds against them. Oh, by dangers they have dared; by the hours of patient watching over beds where help-less children lay; by the incense of 10,000 prayers wafted from their gentle lips to heaven, I charge you give them power to protect along life's treacherous highway

whom they have so loved.' "Mud and Civilization."

It is an interesting historic coincidence that Jonathan Prentiss Dolliver comes from the same place as the Cardiff Giant which humbugged the whole hemisphere and entrapped certain learned men into saying and doing things that were foolish. While this fact is entirely without personal significance, it should nevertheless teach the members of the United States Senate to be on their guard. The necessity for such cauon their guard. The hecessly lot such cat-tion was demonstrated during the debate upon the admission of the southwestern territories into the Union the other day, when Mr. Dolliver uttered an epigram. He said that he had always observed that mud and civilization went together. This may be calculated to gratify the pride and console the people of the great corn belt of Iowa, but it is a fallacy.

The beautiful city of Fort Dodge, where Mr. Dolliver resides, is celebrated through the entire universe for the depth and adhesive quality of its soil, and also for the intelligence and culture of its requisition. aid that he had always observed that mud

intelligence and culture of its population, the hospitality and comfort of its homes and the salubrity of its climate. Two years ago, when the circus made its annual visit to that town, the mud was so deep in the streets that the eight-horse wagons became mired half way between the railway sta-tion and the vacant lot where the tents were erected. The managers were compelled to abandon half of their program and wait until the midsummer sun had dried up the roads before they could rescue their vehicles. This interesting circumstance might have been mentioned by Senator Dolliver as evidence of the truth of his epigram, be-

Homeseekers

You talk to more than

100,000

well-to-do purchasers

every day when you

THE EVENING STAR.

advertise in

In Bloomingdale will do well to examine those houses just being completed on Q st. just east of the circle at Florida avenue before purchasing. They can't be duplicated for the price—\$4,350. Small cash payment, balance monthly. No. 17 Q st. is heated and open all day. B. F. Saul Co., 7th & L. Sts.

time it was not right or fair for Mr. Dolliver to deceive the Senate by representing in a sweeping assertion that such conditions exist wherever mud is found.

Products of Stony Soil.

The contrary is the case. Taking the entire surface of the earth into consideration, the muddlest countries are the least civilized. Human culture and morality, if we may consider those qualities evidences of civilization, have reached their highest degree in the countries where gravel and rocks abound. The Century Dictionary says that "civilization is the state of being reclaimed from the rudeness of savage life and advanced in arts and learning." That definition applies particularly to Switzer-land, Sweden. Denmark, the valley of the Rhine and other parts of Germany, several of the interior provinces of France and the midlands of England, where there is very little mud and a great deal of gravel and rock, and if Mr. Dolliver will consult Mr. Cabot Lodge or Mr. Redfield Proctor he will ascertain that the highest Proctor he will ascertain that the highest degree of civilization is found in those parts of New England where the farmers are compelled to build stone fences in order to have room to plant their corn, and file the noses of their sheep down to wedgelike points in order that they may pick the spears of grass between the stones.

One of the most striking illustrations that may be brought into the controversy is offered by China and Japan. Japan is a gravel country, without any mud. It is a land of running water—of babbling brooks, roaring cascades and gravel roads, and a traveler cannot go a mile in any direction without crossing a stream of cool, pure water. In China the reverse is the case. The rivers are few, but large, turgid and muddy. The soil of China is loose, calcareous clay; what Senator Dolliver would call an agolian deposit; the dust of dicinter. call an aeolian deposit; the dust of disinte-grating rocks picked up by the western winds in the interior of Asia and blown eastward until it has dropped upon the surface and accumulated two or three feet in depth. There is no gravel, no rock, but only mud in China.

Glacial Deposits of Iowa.

The Iowa mud is a glacial deposit-the flour of the rocks that were ground up by the great ice-cap that once moved slowly across the country which Senator Dolliver so ably represents, crushing everything in its way. This was before he moved up from West Virginia, however, so he has no personal knowledge of the occurrence. The mud around Fort Dodge has been there a long time-several millions of years. It makes very rich soil, for it is full of the islation, secured an appropriation of \$9,000 from the state treasury of Illinois and the commission which selected the design, and probably deeper than anywhere else in this country except in the valley of the Red river of Louisiana and the valley of the Yazoo in Mississippi, which are modern alluvial deposits, brought down by the floods of the Mississippi and its tributaries. But no one would look on the banks of the Yazoo or Red river of the South for the highest degree of advance in arts and learn-ing any more than in the valleys of the or the Orinoco, which are also

very muddy. Professor Hayes of the geological survey says that the deepest and stickiest mud in the world is the gumbo clay of Texas. If any one ever gets stuck in it he has to wait until there is a drought in the country be-fore he can get out. It is made of rotten chalk mixed with the marine deposits that yave been washed up from the Gulf of dexico to form what is known in geology as "the gulf coastal plain." The great black soil belt of southern Russia is similar, and in both districts is found a very low stage of civilization. If Senator Dolliver had said that mud and agricultural wealth went hand in hand he would have been more achabitants thereof by his own neighbors without explaining that they are exceptions to an otherwise universal rule

Damage to Buoys.

Commander McCrea, U. S. N., lighthouse inspector in charge of this district, gives notice as follows of damage done buoys and channel marks by ice in waters visited by vessels from this city:

trance gas buoy, red, was reported adrift February 13, and will be replaced as soon as practicable. James river, Va.-Dancing Point flats buoy, No. 10, a spar in winter, was reported. February 13, cut off by the ice, and will be

Elizabeth river, Va.-Elizabeth river en-

replaced as soon as practicable. York river, Va.—The following buoys were reported adrift February 11, and will be re-placed as soon as practicable: Upper Mid-dle Ground buoy, No. 11, a second-class can; Roanes' flats lower buoy, No. 14, a second-class nun. Croatan sound, N. C.—The following buoys

were reported carried away by the ice February 11, and will be replaced as soon as practicable: Roanoke split buoy, No. 4, a second-class nun; Caroon Point buoy, No 5. a second-class can. Nags Head, N. C.—Roanoke Island north-west point buoy, No. 2, a third-class nun-was reported carried away by the ice, Feb-ruary 11, and will be replaced as soon as

Change in Pastorate. Rev. Frank P. Bukley, pastor of the Baptist Church at Middleburg, Loudoun county, Va., has resigned his pastorate to accept a call to the church at Buena Vista, in Rockbridge county, Va. Mr. Bukley will leave for his new charge in the latter part of next month. He has many friends in this

city and Alexandria.

Find Teeth Ten Inches Long. Laborers engaged in excavating for the foundation of a new amusement building at Dreamland, Coney Island, yesterday unearthed two large teeth which it is believed belonged to a mammoth prehistoric fish. The huge molars, which are apparently petrified, were found side by side in a layer of damp sand about ten feet below the surface. They were identical in shape and weighed several pounds. They are about ten inches long and eight inches wide at the base. An old Coney Islander declared that similar specimens, said to have be-longed to the ichthyosaurus, an extinct species, whose length was from ten to thirty feet, were found not far from the present site of the Manhattan Beach Hotel

nearly forty years ago.

Locomotive Firemen Favor Strike. A majority of the firemen of the New York, New Haven and Hartford railroad have voted to strike if the decision of the directors' committee to which they appealed shall be against their demands. Although the directors, who yesterday had a though the directors, who yesterday had a conference in New York with the grievance committee of the firemen, will not announce their decision until Friday or Saturday, the firemen have discounted it as favorable to them, and are rushing through a poll of all the members of their organization on the system which began a week ago, immediately after President Mellen had declined to recognize their claims.